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187

PHOTOGRAPHIC INTERPRETATION REPORT

SOUTHEAST ASIA ACTIVITY REPORT

NORTH VIETNAM LOGISTICS ACTIVITY 1967-68 TRUCE PERIODS

NPIC/R-30/68
FEBRUARY 1968

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PREFACE

This report is a summary of selected information on transportation and infiltration activity in southeast Asia as reported by NPIC during the period indicated on the cover. Those lines of communication and associated facilities which support communist insurgency in Laos and South Vietnam are emphasized.

Items are numbered and arranged according to location from north to south. Annotated maps of varying scales have been included to assist the reader in locating the items. Each large-scale map depicts all motorable roads photographically confirmed by NPIC unless otherwise indicated.

Missions, mission dates, frames, and NPIC cable and briefing board references are listed after each item, as appropriate.

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INTRODUCTION

25X1D This report summarizes the logistics activity in the Panhandle area of North Vietnam during the [redacted] truce periods. As in the past, the North Vietnamese fully exploited the 36-hour U.S. bombing cessations during the 25X1D Christmas [redacted] and New Year [redacted] 25X1D
25X1D [redacted] Truce Periods and, to a lesser extent, the Tet Truce Period [redacted] 25X1D

As indicated by the accompanying map, there were significant photographic gaps during each of the periods. However, the coverage was complete enough to permit an assessment of the activity and a comparison of the periods. Reference is also occasionally made to [redacted] of 25X1D
25X1D [redacted] It is felt that this mission reflected a normal daylight activity level for this area of North Vietnam.

To facilitate a comparison of the logistics activity, the report has been divided into the following sections: Vehicular Activity, pp 4-12; Quang Khe Transshipment Points, pp 13-19; Song Troc (River) Transshipment Points, pp 20-23; Viet Yen Transshipment Point, pp 24-25; Yen Phu Area Logistics Activity, pp 26-33; and Railroad Activity, pp 34-39. Except for those craft observed at transshipment points, no waterborne activity could be associated with the southern movement of supplies during these periods.

Tables of comparative vehicular activity during each of the truce periods have been included in the appendix. These totals are not intended as precise vehicle counts and should be used only for comparison purposes. While it is doubtful that any convoys or major concentrations of vehicles
25X1D were successfully concealed on [redacted], individual vehicles are extremely difficult to detect on Black Shield photography in areas of dense vegetation or along tree-lined routes. It is also logical to assume that some duplicate "sightings" occurred during the truce periods, although the total effect was minimized by the small number of missions and amount of overlap.

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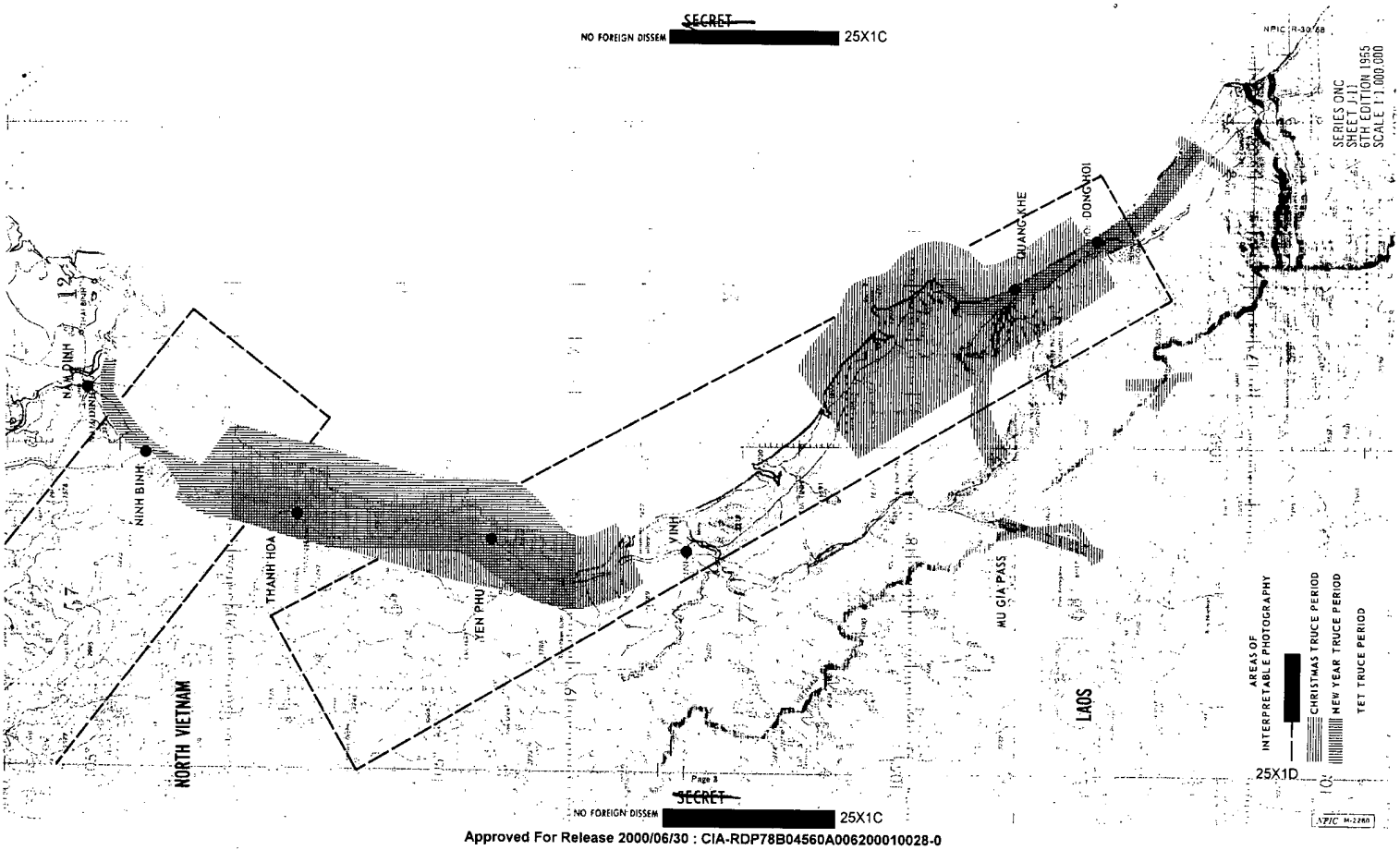

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Vehicular Activity

Interpretable photographic coverage during the Christmas and New Year Truce Periods was generally limited to the coastal routes south of Thanh Hoa, chiefly Route 1A. Although there were significant photographic gaps -- partly attributable to poor weather conditions -- in the areas of the important inland routes serving the logistics net in Laos (Routes 15, 101, 110, and 137) and along a 40-nm coastal segment in the vicinity of Vinh, there were 1030 and 97th vehicle sightings during these periods, respectively. In contrast, only 157 vehicles were identified in a much larger area on [redacted] (see map, page 3). 25X1D

As suggested by the examples of vehicular activity included herein (Figures 1-6, 10), over half of the vehicles sighted during both periods were in transit on Route 1A between 19-00N and 20-00N. Contrary to the traffic pattern indicated by these examples, vehicular activity generally consisted of individual or scattered groups of trucks rather than convoys. Concentrations were frequently observed at river crossings, however, where even the obvious preparation was inadequate to maintain a smooth flow of the high-volume traffic.

The majority of the vehicles sighted were conventional 2½-ton cargo trucks, although numerous cab-over-engine trucks were also observed. Most of the cargo beds were canvas-covered, especially on southbound traffic. Visible cargo appeared to be sacks of material rather than crates or packaged goods. Many of the trucks also carried either POL drums or a single large POL storage tank, the latter probably serving the traffic itself.

Except for the canvas-covered beds, there was little or no attempt to conceal either the vehicles or their movement. Camouflaged trucks were rarely observed and the wooden frames which are frequently erected over the cab and hood were without the customary foliage.

The vehicular activity observed during the Tet Truce Period is sharply contrasted with that of the Christmas and New Year Periods. There were only 190 vehicles sighted during this period and most of them were parked in cities and villages. The drastic reduction in sightings can no doubt

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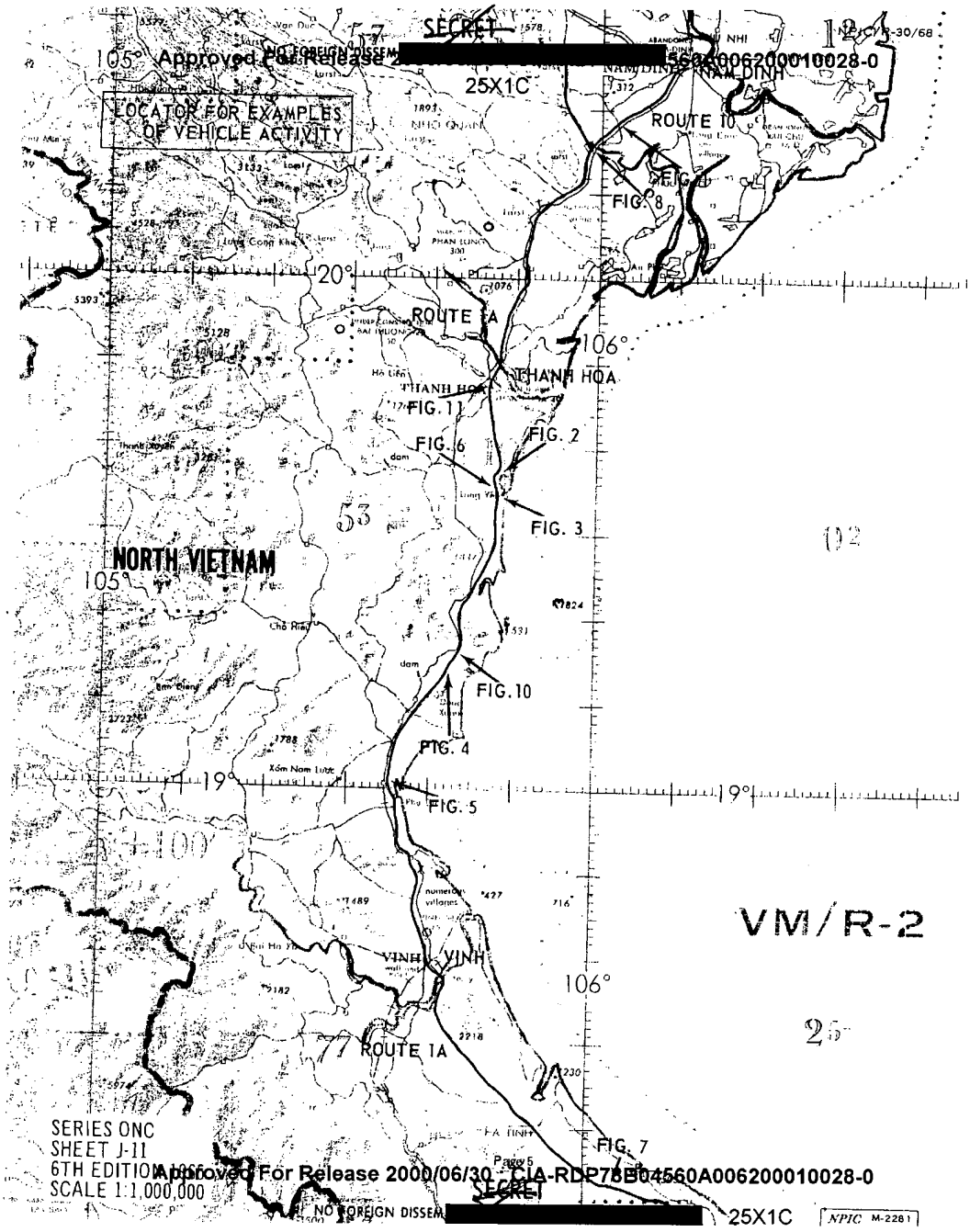

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As bombing operations continued south of Vinh, a normal daylight vehicular pattern was maintained there during the Tet Period. Only 11 moving vehicles were sighted south of Vinh as compared to approximately 400 and 165 during the Christmas and New Year Periods, respectively. (It should also be noted that a greater area was covered by interpretable

25X1D [redacted] [redacted] 25X1D

Only 1 vehicle was observed on Route 15 north of the Mu Gia Pass during this year's Tet Period as compared to approximately 200 during

25X1D the 2-day Tet Truce [redacted] (NPIC Briefing Board L-2754). However, in spite of the potential air strikes, road repair/maintenance was underway during daylight hours both prior to and during Tet (Figure 9). This perhaps reflected an urgency to keep open the most important logistics route into Laos.

As indicated above, there was relatively little vehicular movement observed even north of Vinh. Isolated instances of abnormal preparations for vehicular movement were noted, i.e., the positioning of a temporary bridge at Ninh Binh during daylight hours (Figure 8); but only 2 small convoys were observed, both in the vicinity of Thanh Hoa (Figure 11).

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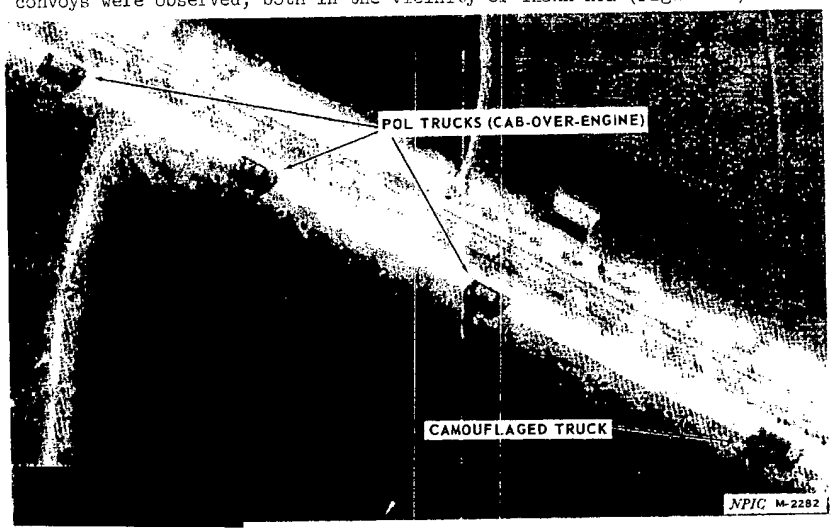

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FIGURE 1. VEHICLE ACTIVITY, ROUTE 10, NORTH VIETNAM (20-19N 106-03E)

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FIGURE 2. VEHICLE ACTIVITY, ROUTE 1A, NORTH VIETNAM (19-37N 105-48E)

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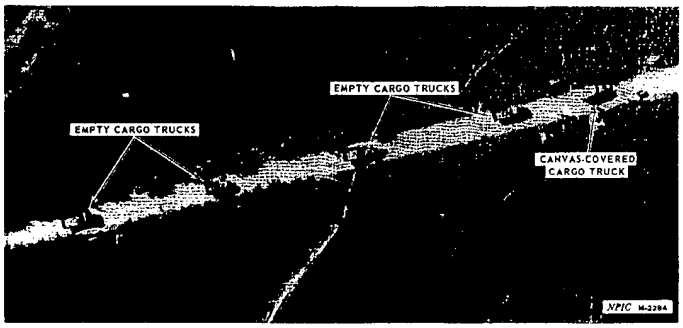

FIGURE 3. VEHICLE ACTIVITY, ROUTE 1A, NORTH VIETNAM (19-35N 105-47E)

25X1D 25X1D

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FIGURE 4. VEHICLE ACTIVITY, ROUTE 1A, NORTH VIETNAM (19-14N 105-42E)

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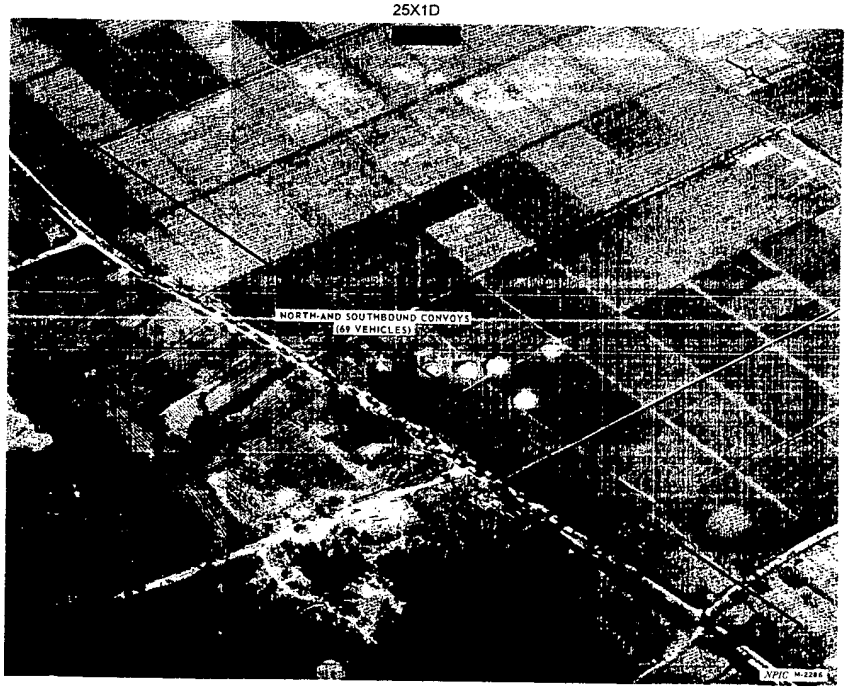

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FIGURE 5. VEHICLE ACTIVITY, ROUTE 1A, NORTH VIETNAM (19-01N 105-35E)

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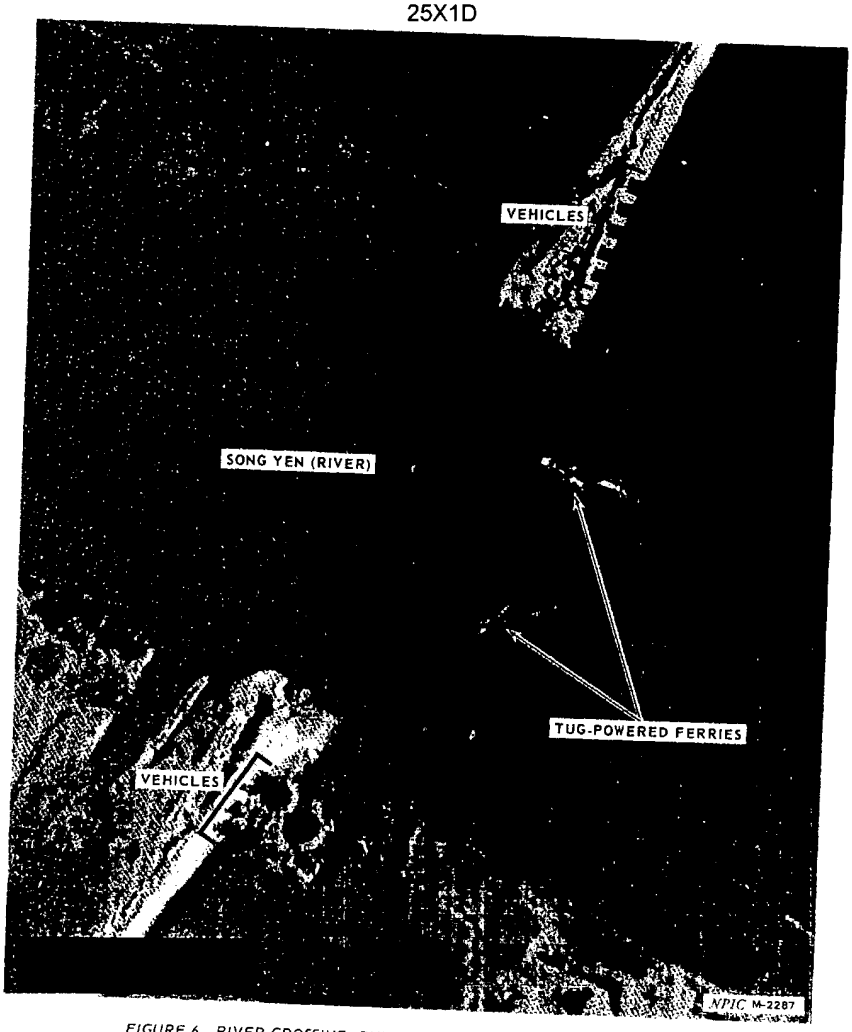

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FIGURE 6. RIVER CROSSING, PHUNG CAT, NORTH VIETNAM (19-35N 105-47E)

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FIGURE 7. PARKED VEHICLES, HA TINH AREA, NORTH VIETNAM (18-13N 106-03E)

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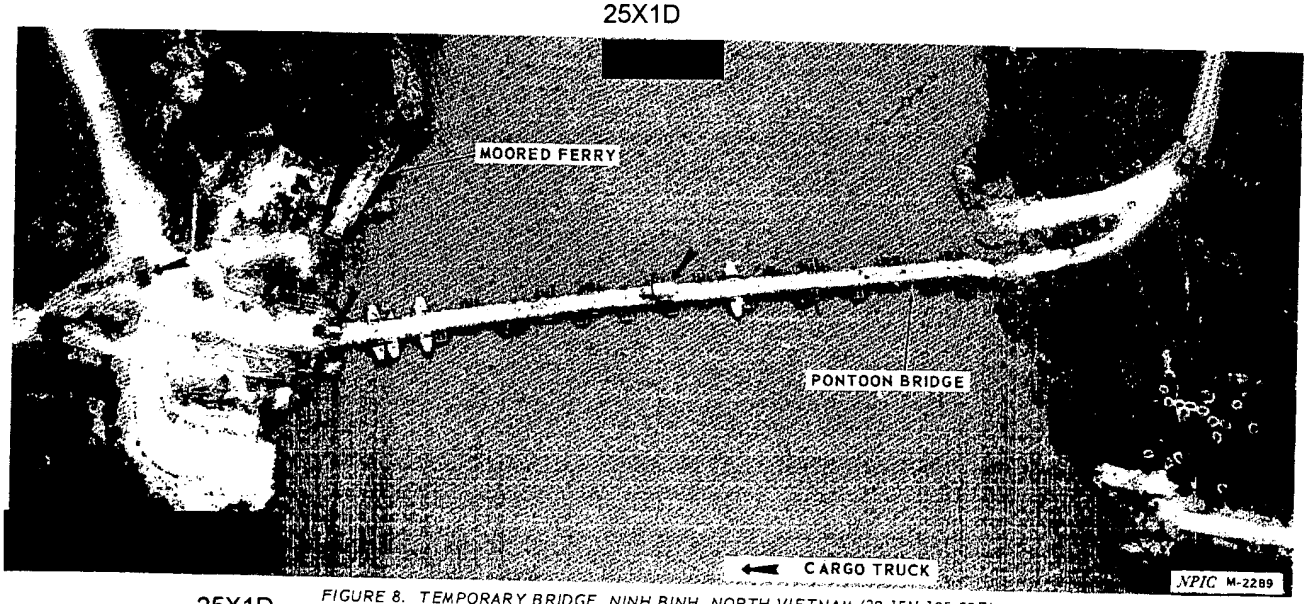

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FIGURE 8. TEMPORARY BRIDGE, NINH BINH, NORTH VIETNAM (20-15N 105-59E)

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25X1D [redacted]

25X1D [redacted]

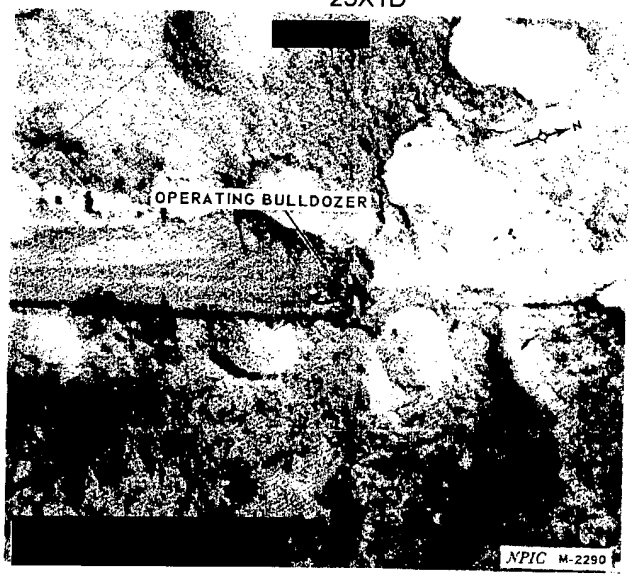

FIGURE 9. ROAD REPAIR/IMPROVEMENT, ROUTE 15, NORTH VIETNAM 25X1D

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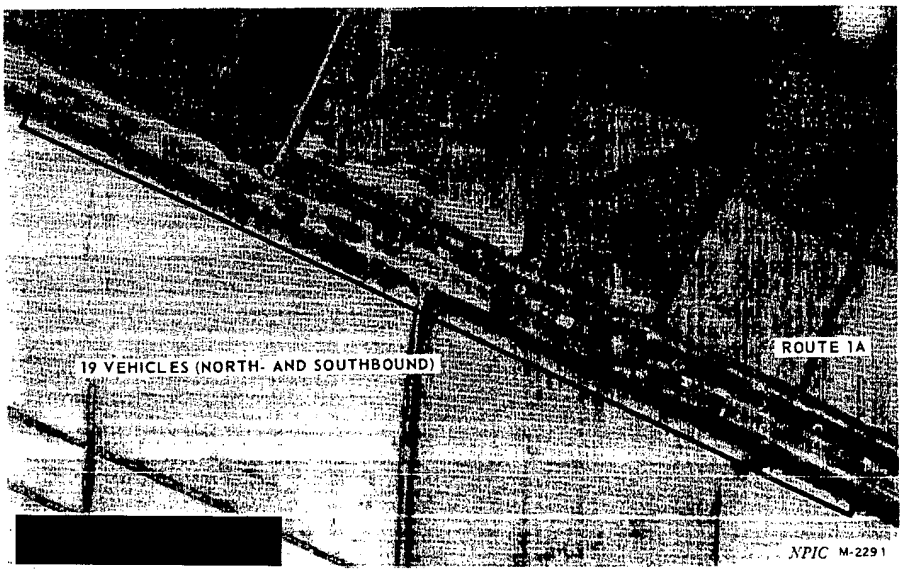

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FIGURE 10. VEHICLE ACTIVITY, ROUTE 1A, NORTH VIETNAM (19-16N 105-43E)

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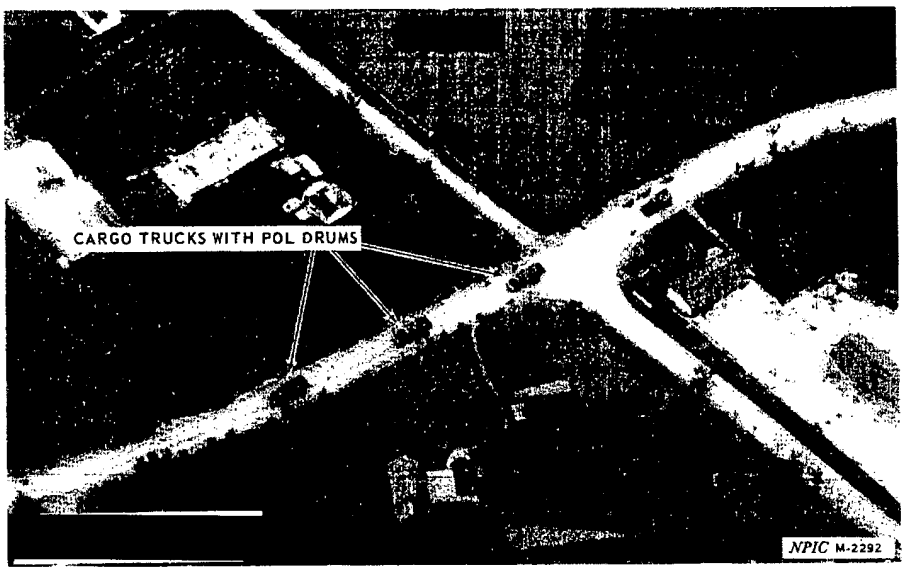

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FIGURE 11. VEHICLE ACTIVITY, THANH HOA AREA, NORTH VIETNAM (19-48N 105-45E)

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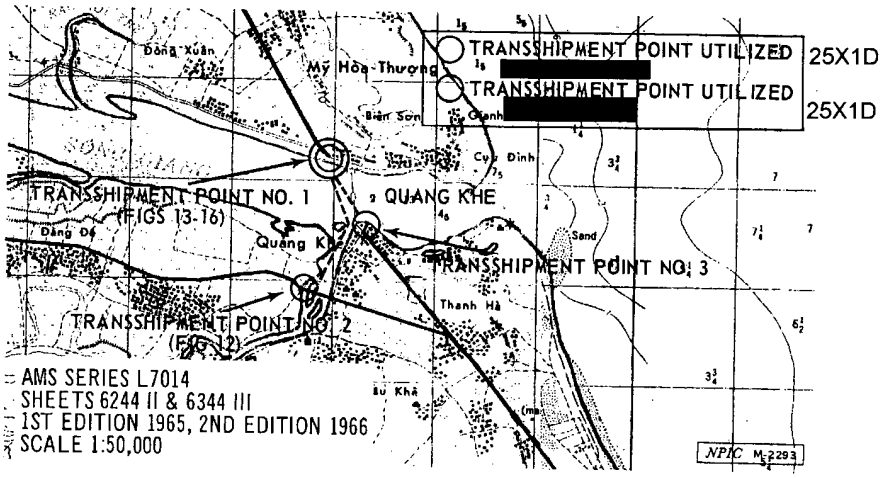
Quang Khe Transshipment Points

The Quang Khe Transshipment Points once again provided the most vivid example of North Vietnamese exploitation of the U.S. bombing cessation during the Christmas and New Year Truce Periods. For the second year in a row, the north and south banks of the Song Giang (river) in the vicinity of the destroyed Quang Khe naval facilities erupted in a frenzy of transshipping activity. Unlike the [redacted] Tet Truce Period 25X1D when major logistics craft (including the first sightings of the SL-1 in North Vietnam) were involved, this year's activity was generally limited to the ferrying of supplies across the Song Giang by small and medium-sized sampans. However, there was no appreciable diminution in the overall levels of activity.

Three transshipment points, 1 on the north bank and 2 on the south, were utilized during the 2 truce periods (see accompanying map). Extensive preparation was required for the use of Point No. 2 since the causeway leading to Route 1A had been heavily damaged. Figure 12 depicts the progression of activity: 1) the damaged causeway and 25X1D inactive transshipment point on [redacted] 2) the off-loading and stacking of supplies prior to 1200 hours on [redacted] and 3) the 25X1D column of vehicles waiting to be loaded at 1800 hours on [redacted] 25X1D



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The condition of the causeway is particularly interesting in this photographic sequence. The causeway had been made serviceable prior to 25X1D [redacted] by repairing the damaged portions and substituting improved fords for those segments which had been completely destroyed. There was a marked deterioration of the causeway by the afternoon of the [redacted] 25X1D probably resulting from the extremely high volume of traffic during the day.

Transshipment Point No. 3, also on the south bank, exhibited relatively little activity during the Christmas period. At the same time 25X1D Point No. 2 was photographed on the morning of the [redacted] (Figure 12), the activity at Point No. 3 was limited to 1 sampan beached adjacent to several small stacks of supplies and personnel loading a single cargo truck. The deterioration of the causeway leading from Point No. 2 was not repaired prior to the New Year Truce, however, and Point No. 3 was the only transshipment point in use on the south bank during that period.

Transshipment Point No. 1, on the north bank of the Song Giang, probably provides the best example of the relative activity during all 3 truce periods. Figure 13 depicts a portion of the approximately 70 sampans, 250 personnel, and 6 cargo trucks involved in transshiping on 25X1D the morning of [redacted] transshipment had been completed at this point by 1800 hours (Figure 14). A comparable level of transshipping took place again during the New Year Truce Period (Figure 15), but the failure to suspend air strikes during Tet was reflected in the normal inactivity of [redacted] (Figure 16).

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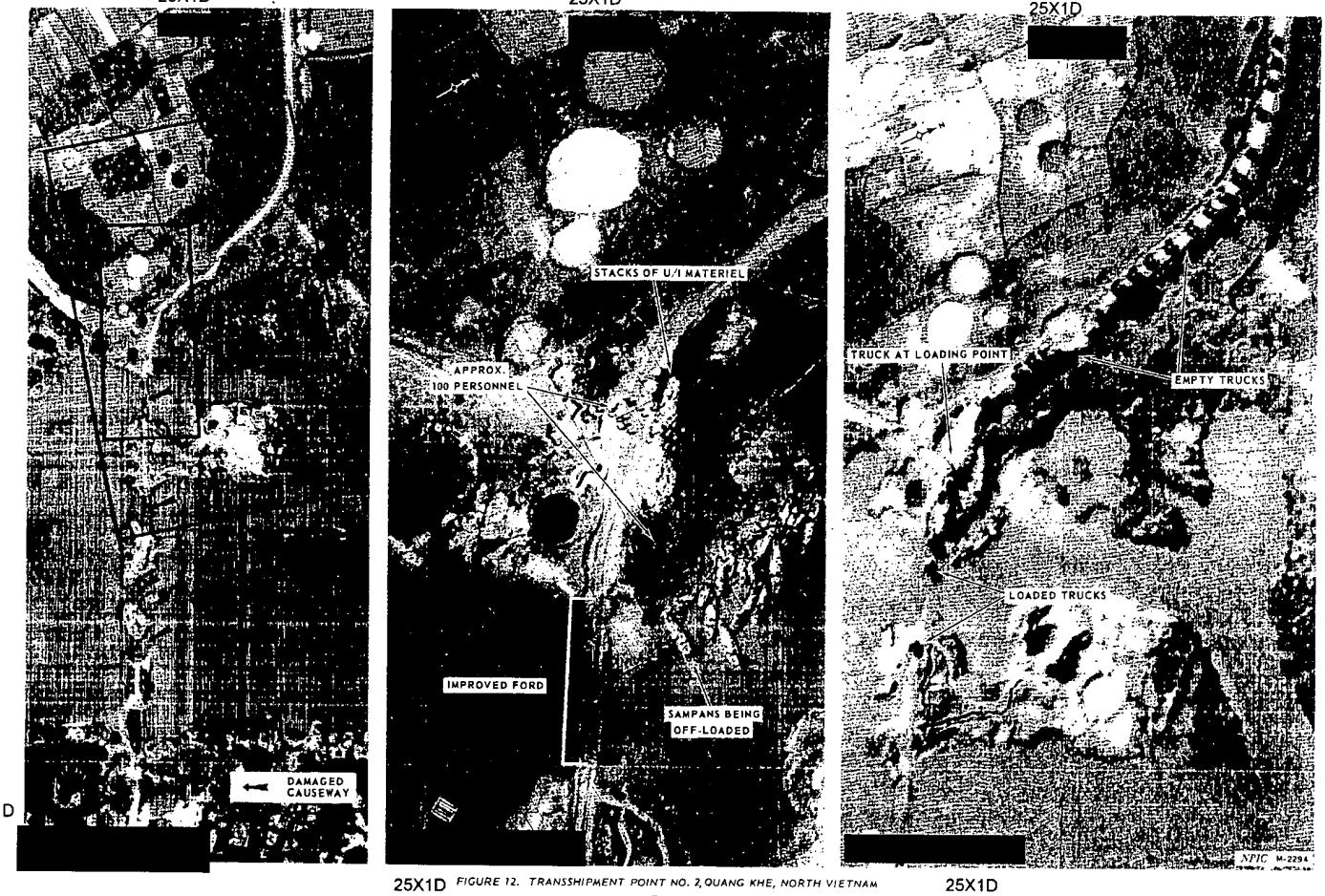

25X1D *FIGURE 12. TRANSSHIPMENT POINT NO. 2, QUANG KHE, NORTH VIETNAM* 25X1D

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FIGURE 13. TRANSSHIPMENT POINT NO. 1, QUANG KHE, NORTH VIETNAM

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FIGURE 14. TRANSSHIPMENT POINT NO. 1, QUANG KHE, NORTH VIETNAM

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FIGURE 15. TRANSSHIPMENT POINT NO. 1, QUANG KHE, NORTH VIETNAM

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FIGURE 16. TRANSSHIPMENT POINT NO. 1, QUANG KHE, NORTH VIETNAM

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Song Troc (River) Transshipment Points

The extensive amount of supplies stockpiled at 2 transshipment and storage facilities on the Song Troc (river), 4.5 nm west-southwest and 7.5 nm southwest of Quang Khe, indicate that these facilities were major components in the logistics network utilized during the truce periods. The strategic location of these facilities between Routes 137 and 1A permits the redistribution of supplies to both Laos and the DMZ area via these respective routes (see accompanying map). This is probably their normal function when supplies are moved south from the railhead of the serviceable Vinh/Dong Hoi Rail Line (17-49N 106-10E) along the Nguon Nay and Song Troc rivers.

Two significant facts suggest that these facilities were directly involved in the transshipping activity at Quang Khe during the truce periods and that the supplies observed stockpiled on [redacted] 25X1D were intended for Laos rather than the DMZ area. First, the 14 large sampans located at the northern Quang Khe transshipment point on [redacted] 25X1D 25X1D [redacted] (Figure 15) were unlike any craft ever observed at the southern transshipment points. Second, an extremely large amount of supplies was observed stockpiled away from the river bank at the 2 facilities on the Song Troc later in the month (Figures 17 and 18). It seems reasonable to assume that at least most of those supplies which crossed the river at Quang Khe were intended for further movement south along Route 1A; while any supplies which were carried southwest along the Song Troc would be transshipped for further movement along Route 137.

A partially-submerged sampan appears to have been utilized as an offshore wharf at the Giap Nhat Transshipment Point (Figure 17). Although some residue of supplies remains scattered at the river bank and approximately 70 personnel are observed in the area, the movement to more 25X1D permanent stockpiles appears nearly complete on the [redacted]. In addition to those supplies stored in 2 buildings without roofs, 5 of the 8 stacks of supplies have been covered.

25X1D

By the [redacted] supplies had been stockpiled in 16 separate stacks at the Phu Kinh Transshipment Point (Figure 18), and the area appeared void of activity. This was the first identification of this facility, and it is interesting to note that the access roads have been camouflaged with emplaced vegetation.

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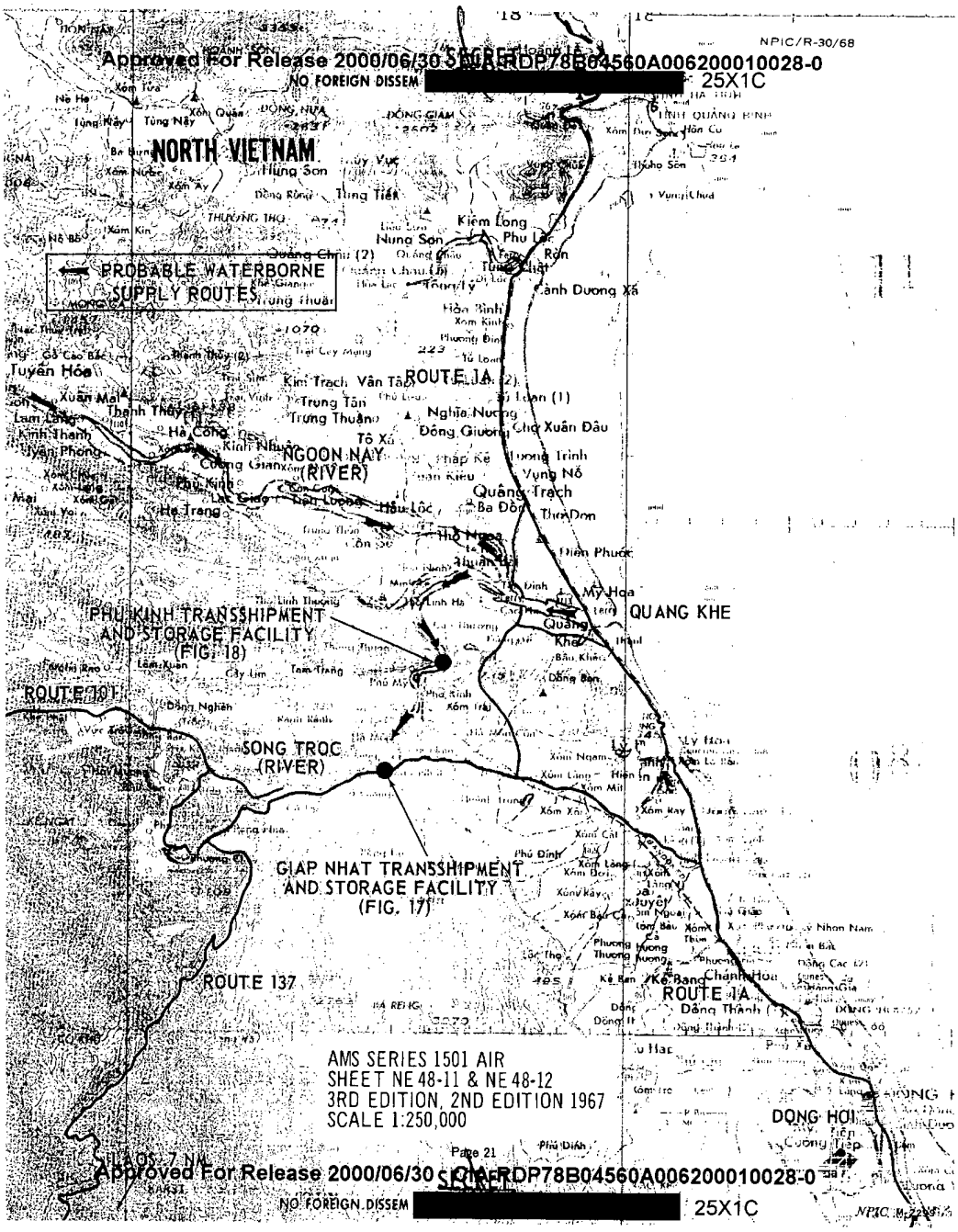

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25X1D

FIGURE 17. GIAP NHAT TRANSSHIPMENT POINT, SONG TROC (RIVER), NORTH VIETNAM (17-37N 106-22E)

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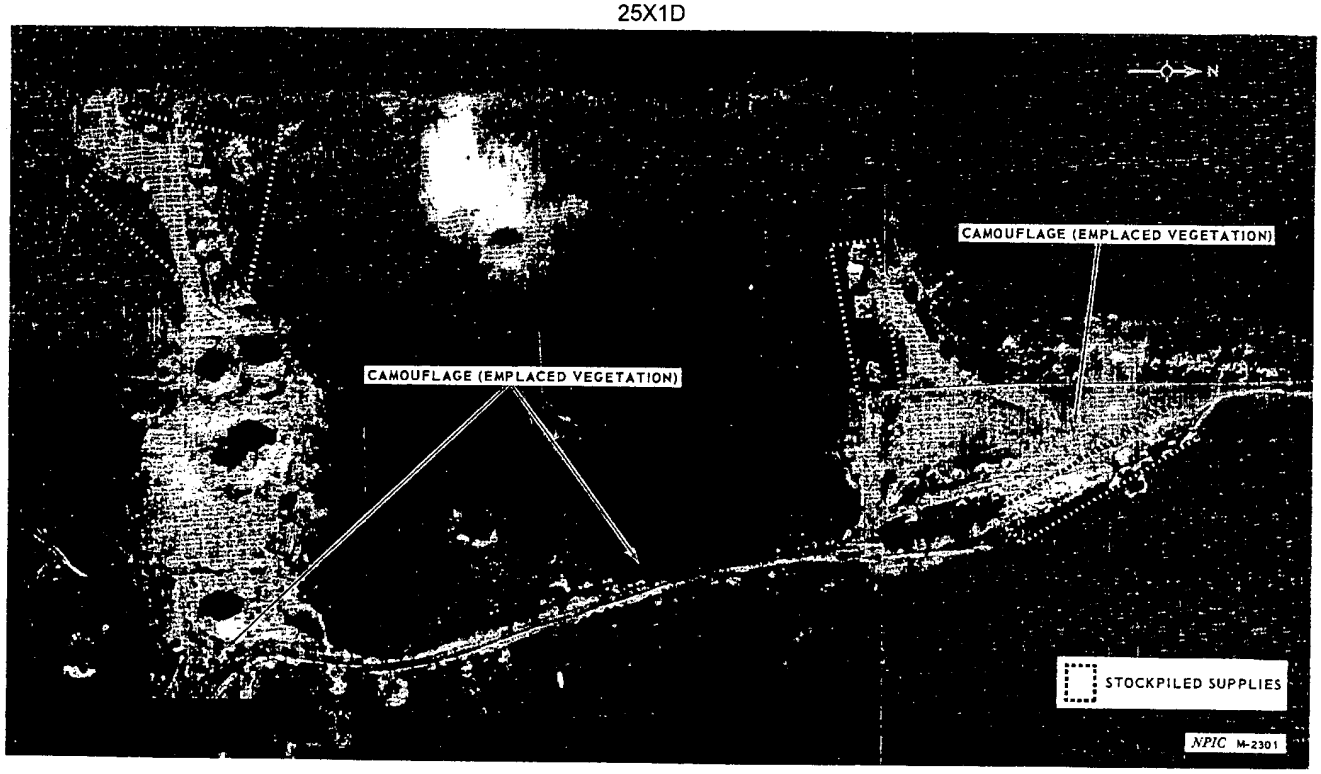

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FIGURE 18. PHU KINH TRANSSHIPMENT POINT, SONG TROC (RIVER), NORTH VIETNAM (17-40N 106-24E)

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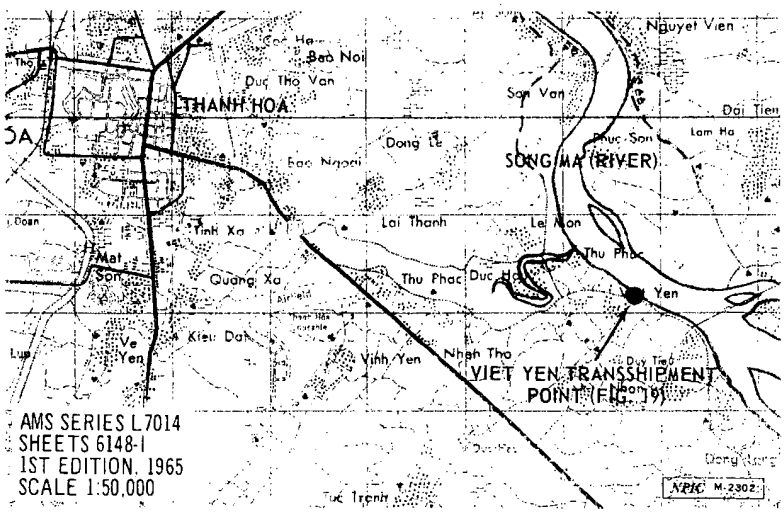
Viet Yen Transshipment Point

The only transshipment operation identified in the areas of photographic coverage north of Quang Khe during the truce periods was located near Viet Yen, 3 nm east-southeast of Thanh Hoa. Six probably motorized sampans, approximately 40 ft in length, were moored here on [redacted] 25X1D (Figure 19). Eighteen canvas-covered stacks of supplies were located on the adjacent river bank, and 5 cargo trucks were in the immediate vicinity. Additional river craft were observed in the area, as well as in the normal concentrations throughout the Panhandle (approximately 950 sampans/junks were counted on [redacted] 25X1D. However, it is difficult, if not impossible, to associate these with any special logistic effort.



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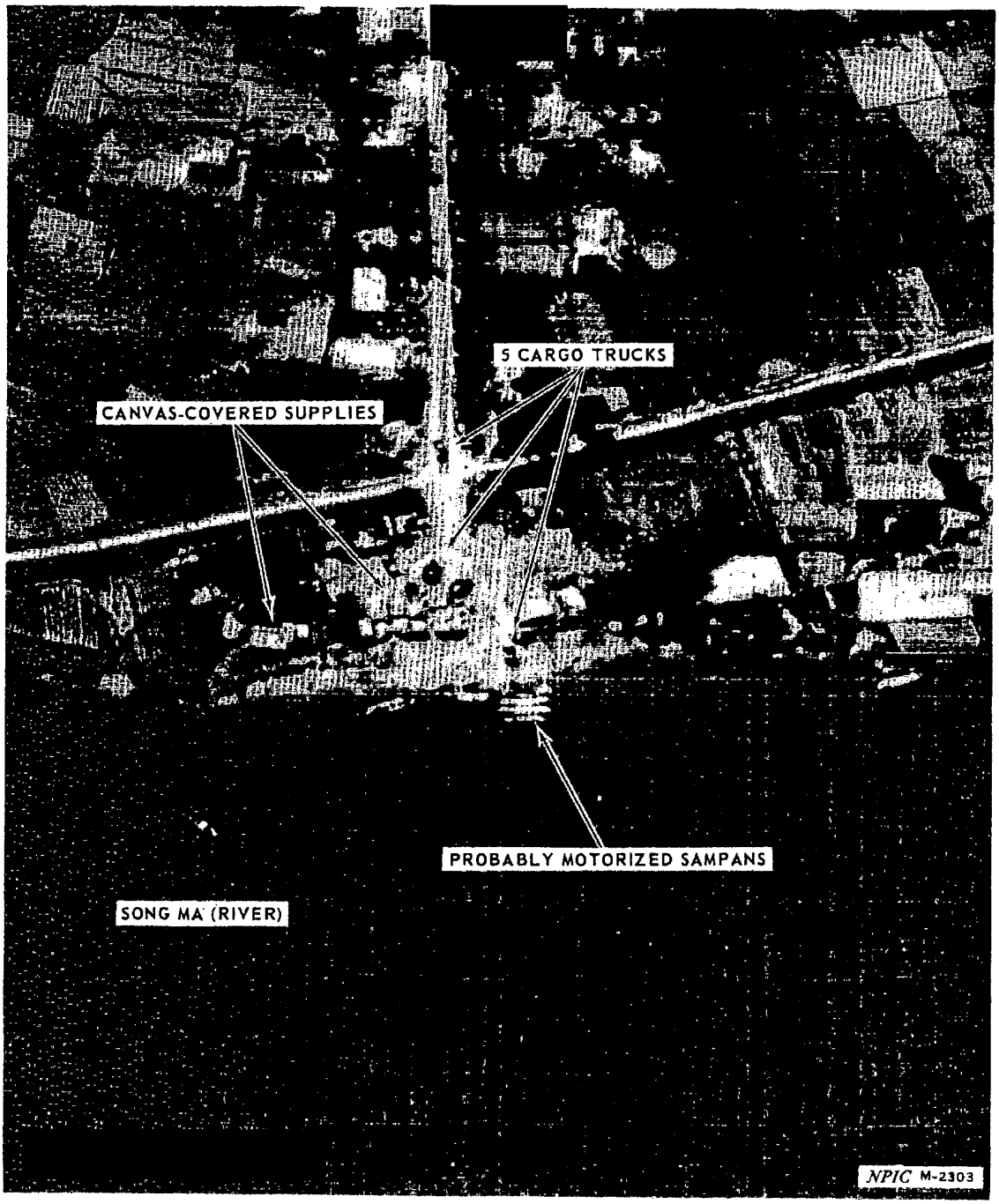
SECRET
NO FOREIGN DISSEM [redacted] 25X1C

25X1D



25X1D

FIGURE 19. TRANSSHIPMENT POINT, VIET YEN, NORTH VIETNAM (19-47N 105-49E)

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SECRET
NO FOREIGN DISSEM [redacted] 25X1C

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SECRET
NO FOREIGN DISSEM [redacted] 25X1C

Yen Phu Area Logistics Activity

Two major supply points were identified within 1 nm of Yen Phu during the Christmas and New Year Truce Periods and their location, precisely halfway between Thanh Hoa and Vinh, lends some credence to the reported shuttle system employed for the movement of supplies. In addition, the Route 1A alternate river crossings at Yen Phu provide one of the better comparisons of logistic support activity during truce and non-truce periods.

Sixteen large stacks of supplies were dispersed around a loop road within the village of Thien Ki, immediately north of Yen Phu, on [redacted] 25X1D
25X1D [redacted] (Figure 20). Although most of the supplies were covered, many apparent rice sacks were visible. Some of the supplies had been placed in partially dismantled huts, suggesting that other apparently native dwellings in the area were also being used for storage. Seven trucks were probably awaiting cargo at that time. By [redacted] 6 of 25X1D the stacks had been either removed or partially removed, and additional supplies had been stockpiled in a previously unused area.

Cargo trucks were also being loaded at the supply point immediately
25X1D south of Yen Phu on [redacted] (Figure 21). In addition to the probable storage building adjacent to the trucks, 15 canvas-covered and open stacks of supplies (ranging from approximately 10 x 40 x 15 ft to 30 x 100 x 15 ft) were dispersed under a sparse tree canopy. At least 3 of
25X1D these stacks had been partially removed by [redacted]

Figure 22 depicts the normal daylight status of 2 Route 1A river crossings at Yen Phu. (A third alternate crossing remained unserviceable throughout the 2 truce periods and is not depicted.) Temporary pontoon bridges were positioned at these crossings on [redacted] and then 25X1D
25X1D removed before the [redacted] (Figure 23). Only 1 of the bridges was repositioned for the New Year Truce and the resulting bottleneck was evident at the bridge (Figure 24) as well as 300 meters south (Figure 4).

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NO FOREIGN DISSEM [redacted] 25X1C

Approved For Release 2000/06/30 [redacted] 62000100028-0

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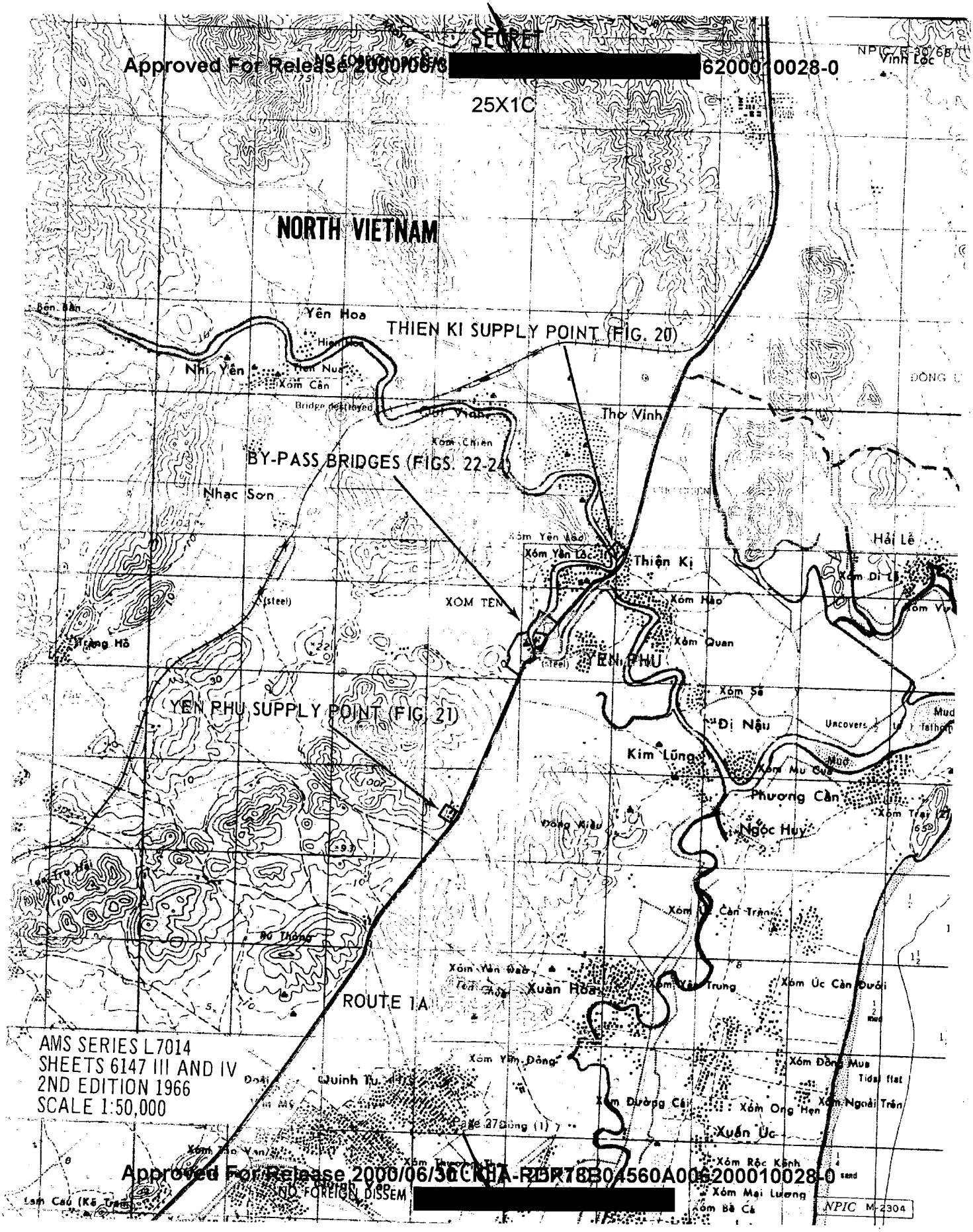
25X1C



Approved For Release 2000/06/30 CIA-RDP78B04560A006200010028-0
NO FOREIGN DISSEM [redacted]

NPIC M-2304

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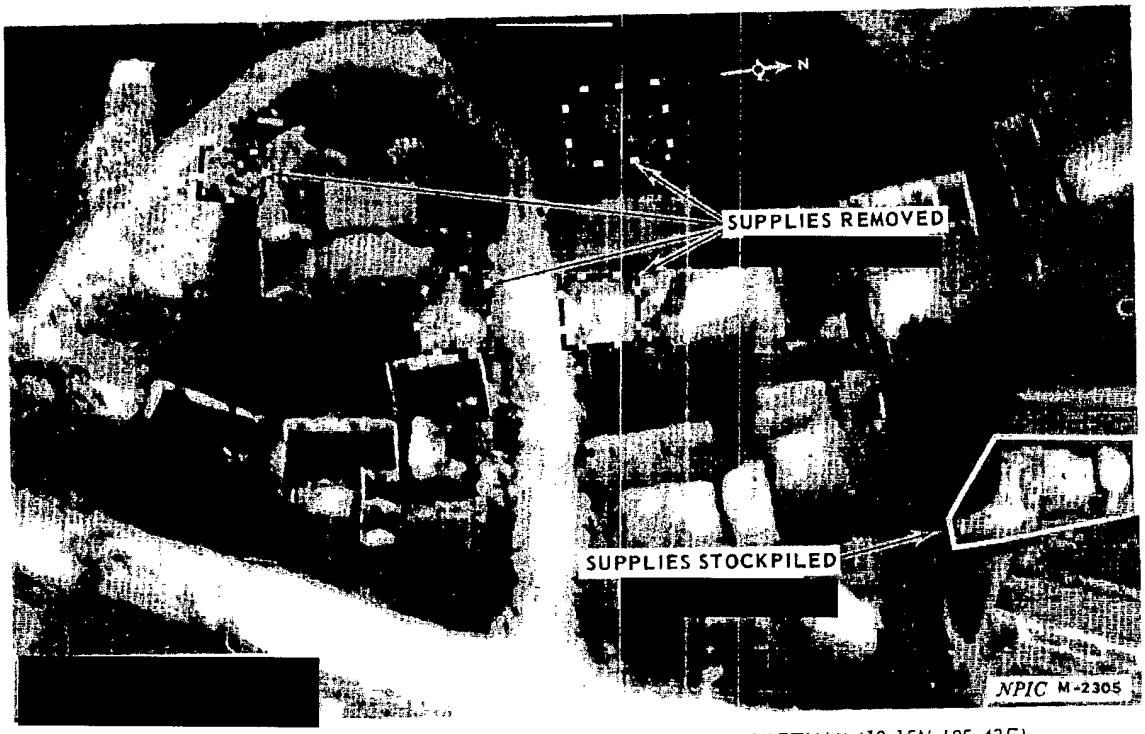
SECRET
NO FOREIGN DISSEM [redacted] 25X1C
25X1D

25X1D [redacted] 25X1D



25X1D [redacted] 25X1D

FIGURE 20. THIEN KI SUPPLY POINT, ROUTE 1A, NORTH VIETNAM (19-15N 105-42E)

25X1D
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SECRET
NO FOREIGN DISSEM [redacted] 25X1C

25X1D

25X1D

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25X1D
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25X1D

FIGURE 22. ALTERNATE RIVER CROSSINGS, ROUTE 1A, NORTH VIETNAM (19-14N 105-42E)

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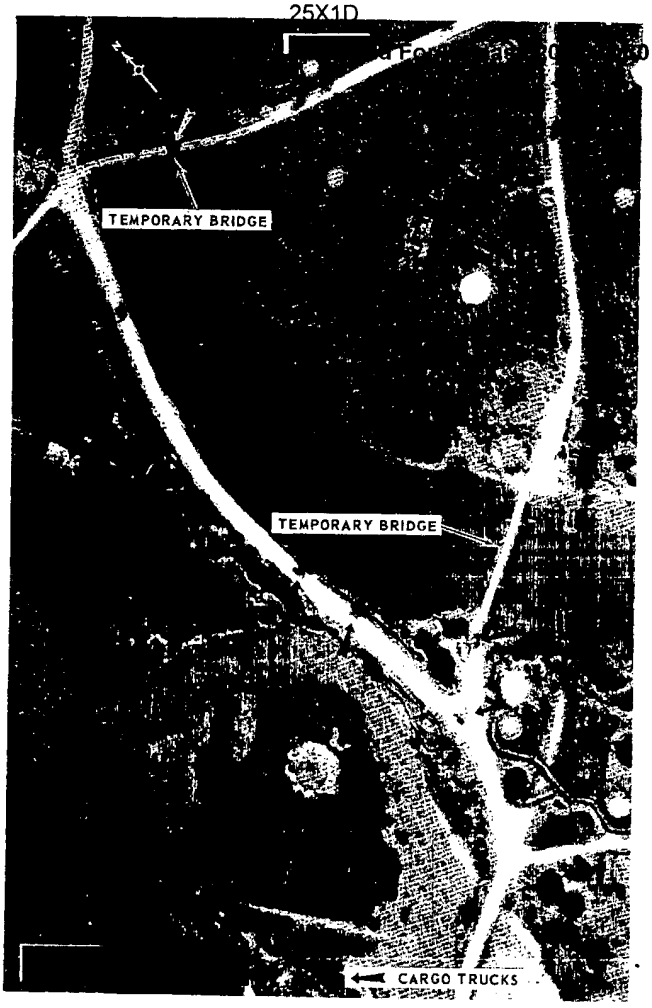
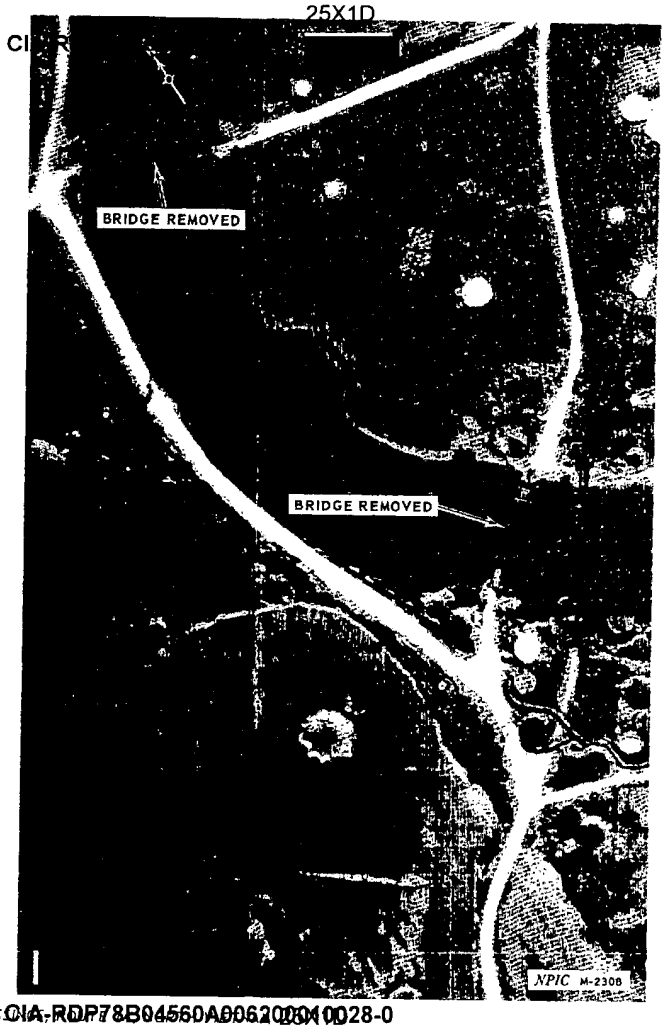
25X1D



25X1D



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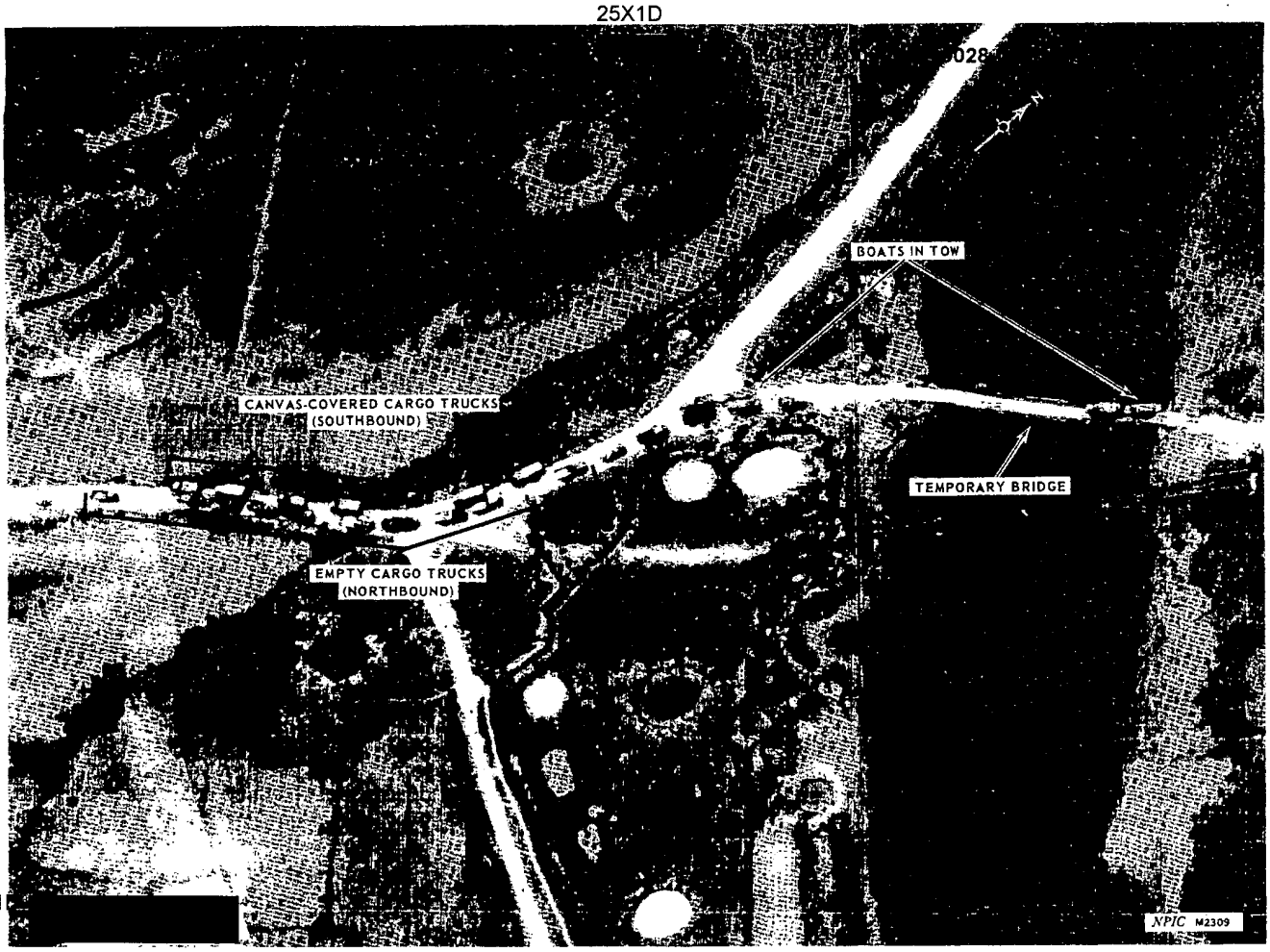
25X1D



25X1

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Although not approaching the spectacular volume of vehicular activity, the observed daylight usage of the Ha Noi/Vinh Rail Line during the Christmas and New Year Truce Periods was both substantial and atypical. Large numbers of stationary rolling stock are frequently located along the line, [redacted] 25X1D

25X1D [redacted] 25X1D

On [redacted] 3 short supply trains were observed moving on the rail line between Thanh Hoa and Vinh (Figures 25 and 26). As suggested by these photographs, lorries are utilized exclusively on this segment of the line, probably due to the inadequacy of the numerous small bridges to support the much heavier locomotives.

25X1D

The longest train observed moving during the 2 truce periods was headed south on [redacted] between Ninh Binh and Thanh Hoa. This train included 11 camouflaged boxcars, 8 canvas-covered flatcars, and 2 covered gondolas (Figure 27). Another supply train, located 1.5 nm south of Ninh Binh, was partially imaged on the same day and included 9 open gondolas filled with sacks of material, 1 boxcar, and 4 small POL cars camouflaged as boxcars. Although this train was probably stationary, it is most unusual to photograph classified trains during the day.

Additional activity in the Ninh Binh area during the New Year Truce included rail transshipping (Figure 28) and the positioning of 3 rail ferries to form a bridge across the Song Day (river). This was the first observance of a temporary rail bridge at this site, and it was not utilized again during Tet (Figure 30).

No trains, either moving or stationary, were observed during the Tet Truce Period. However, a northbound train was observed between 25X1D Thanh Hoa and Ninh Binh on [redacted] (Figure 29), and a lorry-pulled train was struck 30 nm south of Thanh Hoa on [redacted] 25X1D

25X1D [redacted] but together with other isolated examples referenced in this report, it suggests either a sense of urgency on the part of the North Vietnamese or a disdain for Allied bombing operations.

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NO FOREIGN DISSEM

[redacted]

25X1C

LOCATION OF EXAMPLES OF RAILROAD ACTIVITY

NPIC/R-30/68

NORTH VIETNAM

HAIPHONG

NINH GIANG

NAM DINH

THANH HOA

FIG. 25

FIG. 26

FIG. 27

FIG. 28

FIG. 29

FIG. 30

HA NOI/VINH RAIL LINE

SERIES ONC
SHEET J-11
6TH EDITION, 1965
SCALE 1:1,000,000

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[redacted]

25X1C

NPIC/R-2

NPIC M-2310

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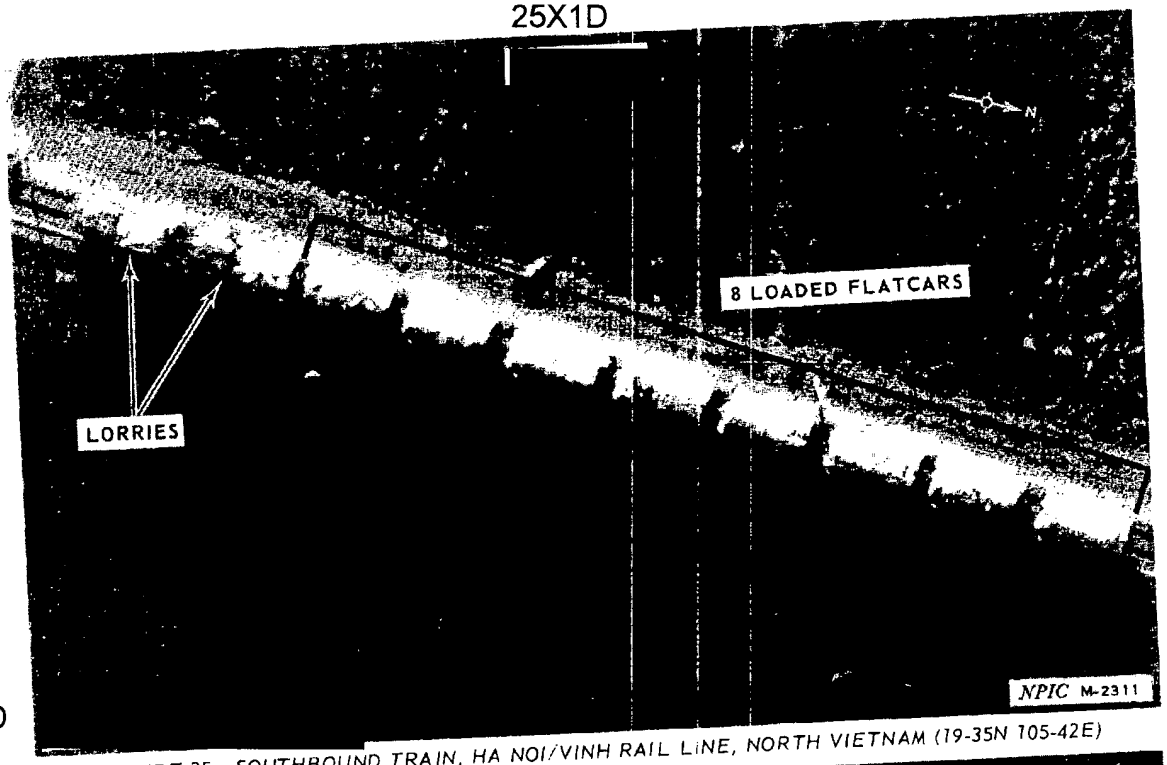
SECRET
NO FOREIGN DISSEM [redacted] 25X1C

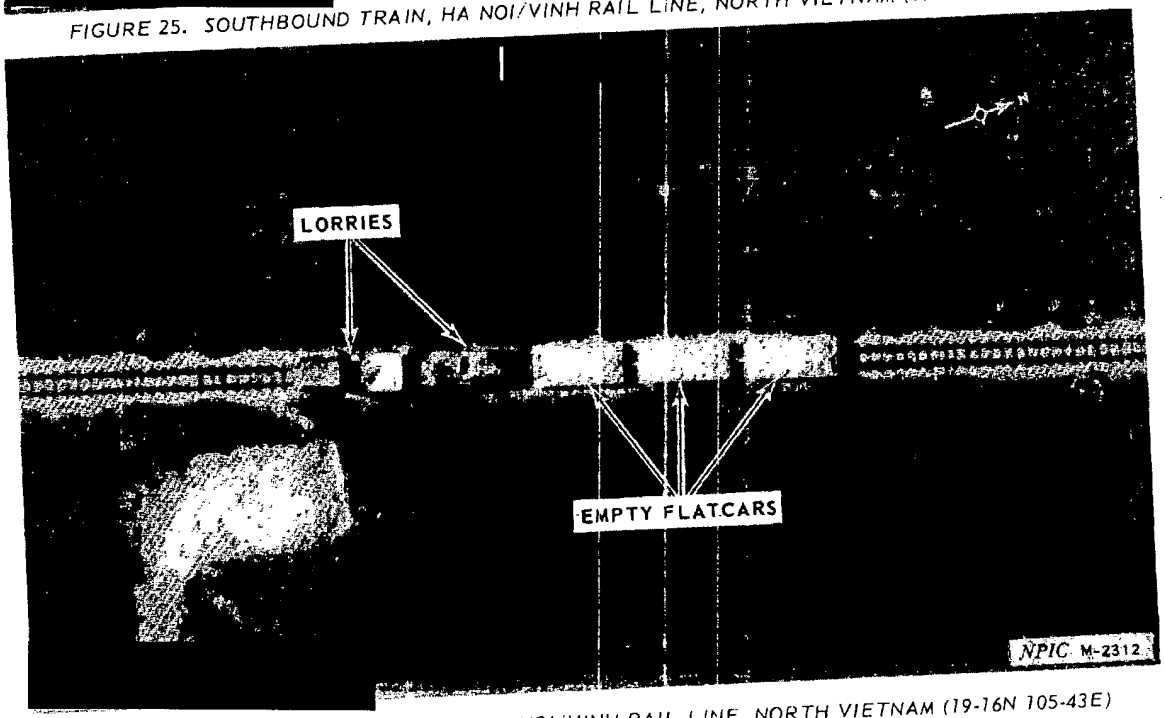
25X1D



25X1D

FIGURE 25. SOUTHBOUND TRAIN, HA NOI/VINH RAIL LINE, NORTH VIETNAM (19-35N 105-42E)

25X1D



25X1D

FIGURE 26. SOUTHBOUND TRAIN, HA NOI/VINH RAIL LINE, NORTH VIETNAM (19-16N 105-43E)

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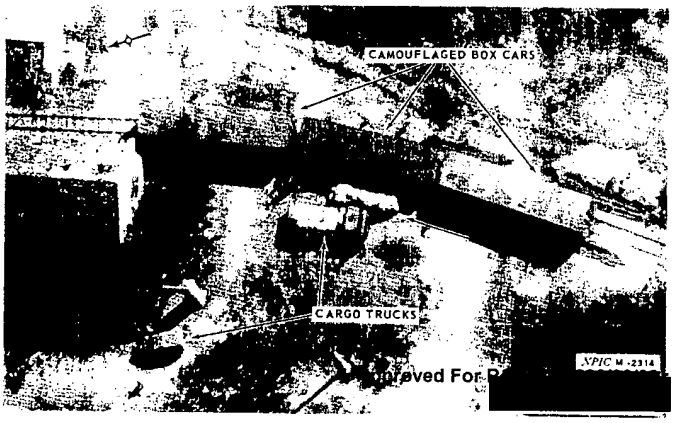
SECRET
NO FOREIGN DISSEM [redacted] 25X1C

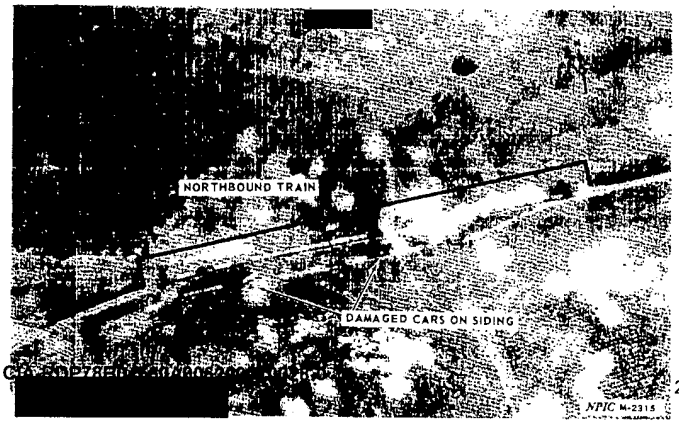
25X1D
Approved For Release 2000/06/30 : CIA-RDP78B04560A000200010000-0

25X1D

FIGURE 27. SOUTHBOUND SUPPLY TRAIN, HA NOI-VINH RAIL LINE, NORTH VIETNAM (20-02N 105-51E)

25X1D





25X1D

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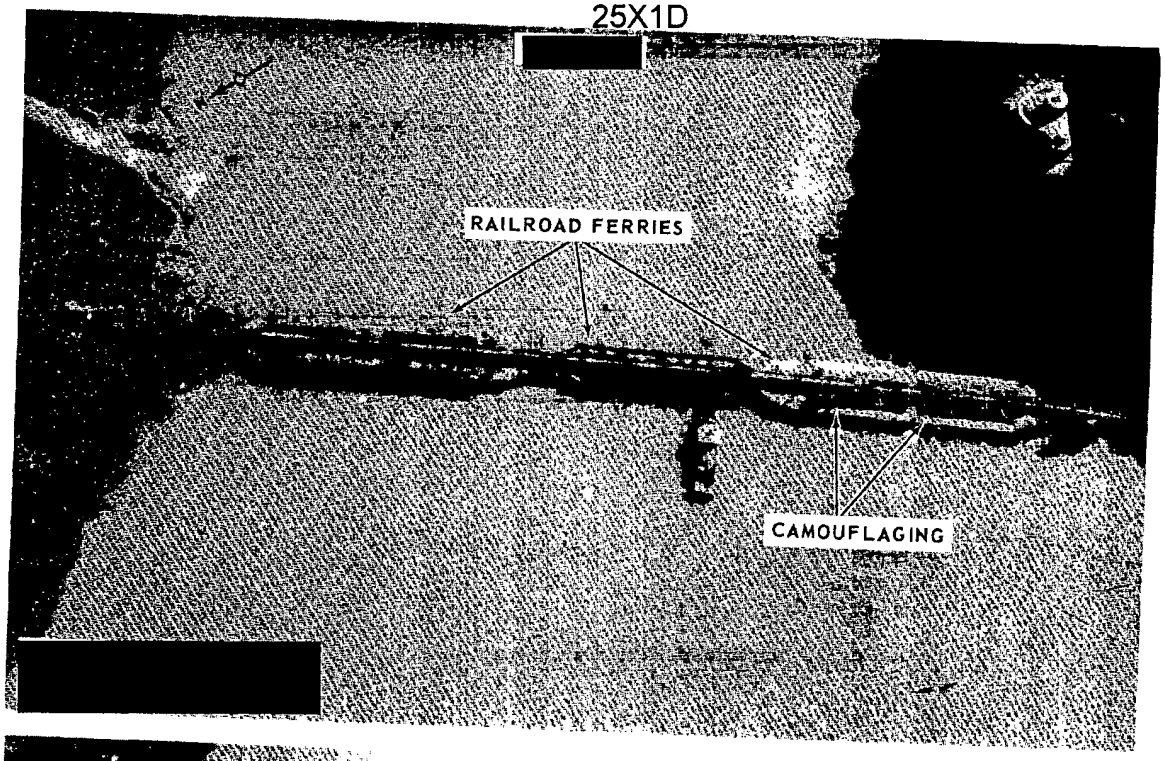
SECRET
NPIC/R-30/68
NO FOREIGN DISSEM [redacted] 25X1C

25X1D [redacted]



25X1D [redacted]

25X1D [redacted]

25X1D [redacted]

FIGURE 30. RAILROAD FERRY CROSSING AND TEMPORARY BRIDGE, NINH BINH, NORTH VIETNAM (20-15N 105-59E)

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SECRET
NO FOREIGN DISSEM [redacted] 25X1C

APPENDIX

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SECRET
NO FOREIGN DISSEM [redacted]

VEHICLE SIGHTINGS AND HEADINGS

25X1D [redacted]

	Route	Latitude (In Degrees)	Heading North	Heading South	Heading Undetermined*
	1A	18 - 19	0	0	40
	1A	19 - 20	0	0	12
	12	20 - 21	0	0	21
	15	18 - 19	0	0	19
	108	18 - 19	0	0	30
	211	20 - 21	0	0	8
	Other		0	0	27
	Total		0	0	157
Christmas Truce	1A	17 - 18	69	189	7
	1A	18 - 19	3	46	0
	1A	19 - 20	244	285	86
	101	17 - 18	2	1	0
	104	17 - 18	4	2	0
	106	17 - 18	0	2	0
	107	17 - 18	1	4	0
	108	17 - 18	4	58	0
	110	17 - 18	5	2	2
	137	17 - 18	5	1	2
	194	19 - 20	0	6	0
	Total		337	596	97
New Year Truce	1A	17 - 18	44	63	56
	1A	18 - 19	0	0	0
	1A	19 - 20	341	279	59
	1A	20 - 21	18	26	0
	10	20 - 21	10	12	0
	107	19 - 20	0	4	0
	108	19 - 20	31	9	0
	701	19 - 20	11	9	0
	704	19 - 20	1	1	0
	Total		456	403	115

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25X1C SECRET
NO FOREIGN DISSEM [redacted]

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25X1C
SECRET
[redacted]

	Route	Latitude (In Degrees)	Heading North	Heading South	Heading Undetermined*
Tet Truce	1A	17 - 18	0	1	0
	1A	18 - 19	2	7	83
	1A	19 - 20	5	3	5
	1A	20 - 21	0	10	0
	7	18 - 19	0	0	4
	10	20 - 21	5	10	16
	15	17 - 18	0	1	0
	15	18 - 19	0	2	0
	21	20 - 21	0	0	1
	92	20 - 21	0	0	9
	101	17 - 18	0	1	3
	118	19 - 20	0	0	10
	151	18 - 19	0	0	3
	210	20 - 21	2	0	4
	706	19 - 20	0	0	3
	Total		14	35	141

*Sightings on east-west routes are included in this column.

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25X1C
SECRET
[redacted]

25X1C
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SECRET
NO FOREIGN DISSEM [redacted]

NPIC BRIEFING BOARD REFERENCES

1966 Christmas Truce Period

L-2528 Truck Convoy, Route 701, NVN

1967 TET Truce Period

L-2725 Trucks, Route 1A, NVN
L-2727 Transshipment Operation, Quang Khe, NVN
L-2728 Truck Convoy, Mu Gia Pass Area, NVN
L-2729 Truck Convoys, Mu Gia Pass Area, NVN
L-2754 Truck Convoys, Mu Gia Pass Area, NVN

1967 Christmas Truce Period

L-4721 Transshipment Activity (Morning), Quang Khe, NVN
L-4722 Supply Point, Thien Ki, NVN
L-4723 Transshipment Activity (Afternoon), Quang Khe, NVN
L-4724 By-Pass Bridges, Yen Phu, NVN
L-4725 River Crossing Activity, Ron, NVN
L-4726 Rail Activity, Thanh Hoa Area, NVN
L-4727 Christmas Truce Activity
L-4728 Supply Point, Yen Phu, NVN
L-4729 Transshipment Point, Viet Yen, NVN
L-4733 Vehicle Activity, NVN

1968 New Year Truce Period

L-4740 Transshipment Activity, Quang Khe, NVN
L-4746 Waterborne Activity, Thanh Hoa Area, NVN
L-4747 Vehicle Activity, New Years Truce, NVN
L-4749 Rail Activity, Ninh Binh-Thanh Hoa Area, NVN
L-4750 New Years Truce Activity, NVN
L-4751 By-Pass Bridge, Yen Phu, NVN
L-4753 Supply Points, Yen Phu/Thien Ki, NVN

1968 Pre-Tet Period

L-4819 Rail Activity, Ninh Binh-Thanh Hoa Area, NVN
L-4820 Road Repair, Route 15, NVN
L-4828 Transshipment Point, Giap Nhat, NVN
L-4829 Transshipment Point, Song Vinh/Hoang Mai, NVN

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SECRET 25X1C
NO FOREIGN DISSEM [redacted]

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SECRET
NO FOREIGN DISSEM [redacted]

1968 Tet Truce Period

L-4812 Transshipment Points, Quang Khe, NVN
L-4817 Vehicles in Village Sanctuaries, NVN
L-4826 Rail Activity, Ninh Binh, NVN
L-4827 Vehicle Activity NVN

MISSION REFERENCES

25X1D

[redacted]

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SECRET
NO FOREIGN DISSEM [redacted]

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NO FOREIGN DISSEM [redacted] 25X1C

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NO FOREIGN DISSEM [redacted] 25X1C